



**Planning, Development
and Transportation**
Transportation Planning
305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810

DATE: 02.03.2016
TO: ProTrak
FROM: Bill McDow
Transportation Planning

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

■ **MAYFAIRE OFFICE IV [TRC Plan Review]**

☞ Initial Review Note ☞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.



BASE INFORMATION:

- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent sidewalks, driveways, signs, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements. Contact Traffic Engineering at 341-7888 if you need assistance locating these elements.
- If pavement markings on site have weathered to the point they are not in accordance with the MUTCD standard of maintenance, do not show the markings as existing, and rather show them as proposed on the site plan.

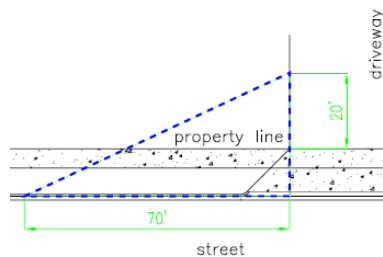
TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

1. Install wheelchair ramp at both sides of the new driveway, per NCDOT and/or City standards. Connect sidewalk with ramp.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

2. The proposed parking lot appears to connect to the Reserve at Mayfaire parking lot at Preservation Way. This connection will result in a cut through into a family residential area from this commercial area. This is an inappropriate way to connect the lots, a "Do Not Enter" sign may be required for this connection.
3. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
4. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)

5. The minimum two-lane driveway width is 23'. [7-9 CofW Tech Stds]
6. The proposed angled parking is too close to the entrance to this driveway, allow room for 23' between the end of the space and the sidewalk area.
7. Show the existing sidewalk on Parker Farm Drive, the private access easement and Rock Spring Rd.
8. Install sidewalk along the frontage of Rock Spring Rd. Connect the sidewalk to the wheelchair ramp at Town Center Dr. and the ramp at the corner of the private access easement and Rock Spring Rd.
9. Provide a sidewalk connections between the site and the public sidewalks.
10. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
11. Provide sidewalk detail SD 3-10 on the plan.
12. Ensure the proposed backflow device location does not interfere with clear visual sight distance within the 20'x70' Sight Distance Triangle at the new driveway.
13. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



TECHNICAL STANDARDS – PARKING:

14. Dimension parking stalls, radii and parking aisles. [Sec. 18-529(b)(2) CofW LDC]
15. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing (an email message is acceptable). [Chapter VII, Detail SD 15-13 CofWTSSM]
16. Since the site is not constructing the area shown as Future 6B and Future 6C, a backing stub will be required for the proposed parking lot. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII, Detail SD 15-12 CofWTSSM]
17. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [Chapter VII, C (4), pg 7-15 to 7-16 CofWTSSM]
18. Provide a turning movement analysis of a trash truck vehicle at dumpster location.

TECHNICAL STANDARDS – Barrier Free Design:

19. The building FFE is shown as 33' and the elevations on the plan are ~25' in the parking lot near the handicap ramp. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.